





## Massive hauls

NORWAY'S investment in high-powered purse seiners/trawlers is paying off in a huge harvest of blue whiting. Hauls up to 400 tons are being made.

As the spring concentrations moved north to around the Faroes, they ran into a Norwegian fleet of more than 40 ships.

Many have only recently come into service and most of them began this year purse seining in the Barents Sea capelin fishery.

Now, in their mid-water trawling role, they have been coming into Norwegian west coast meal plant harbours to land catches of 750, 1,000 and up to nearly 2,000 tons.

At the end of last week the total landing was touching 85,000 tons — and by now it has probably gone past 100,000 tons. Norway's previous best blue whiting total was 38,000 tons last year.

Among the top ships the *Lisa* completed earlier this year. With a length of 234 ft. and a speed of 17.5 knots from her 3,800 hp engines, she is Norway's largest and fastest fishing vessel. In less than three weeks of fishing in May, she brought in 3,800 tons in three landings.

Another new ship, *Naloyser*, came in twice in the same period with a total of 3,900 tons. 400 tons of this was taken in one haul.

# BLUE WHITING PASSES TEST

BRITISH fishermen could be on the verge of a massive new outlet for blue whiting. This follows successful trials to produce them into a fish product "surimi" for the Japanese market.

"We have done all we can be on surimi," said a spokesman for the White Fish Authority which has been carrying out development work at the Rolf Olsen factory in Stornoway, Isle of Lewis.

"We believe we have produced an acceptable product," he added.

## —processor needed

Although the problem of price still has to be resolved, the WFA stressed that the next trials will have to be fully commercial and a processor is needed to come in now ready for next season.

Chartered to fish for the blue whiting trials are

two Northern Ireland boats, *Green Isle* and *Green Field*.

The fish for surimi production has been landed mainly from those boats boxed in ice. Frozen fish has been used successfully, but freezing must be done very quickly

after hauling aboard. Trials with fish held chilled in seawater tanks showed that deterioration was not in rapidity.

Work has also been progressing at Stornoway on the production of blue whiting fillets. A new machine, the Bunk 121 which incorporates a skinning unit, has recently been installed at the factory. Despite some initial teething problems the machine is now producing an acceptable fillet.

## Factory reprieve

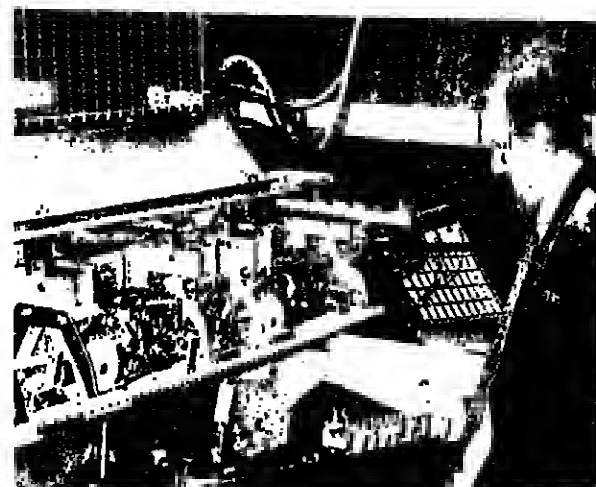
THE Rolf Olsen factory at Stornoway has been given a new lease of life.

Redundancy notices issued three months ago to the nine employees of the fish processing factory of Rolf Olsen (Stornoway) Ltd. have been withdrawn.

The notices were originally served because of the poor herring landings and high prices. This year was the firm's worst season since it set up on the island seven years ago.

The manager, Neil Stewart, said that it had been decided to withdraw the redundancy notices because of the need to keep the ice plant going and for the WFA experiments on blue whiting being carried out at the plant.

Because of the trials the firm had already taken on an extra 14 workers and would probably hire another 12 when the mackerel season starts soon.



Hull trawler owner Tom Boyd Jr. takes a look at the fish on the conveyor belt at the Rolf Olsen factory last week.

## COMMENT

FOR A LONG time now the future of the White Fish Authority has looked uncertain. When the authority moved headquarters from London to Edinburgh five years ago — with the loss of some of the key staff — there were plenty of people in the industry forecasting that this was the beginning of the end.

What has, in fact, happened is quite the reverse. The move to Scotland and a closer working relationship with the Herring Industry Board has given the authority a broader footing in the industry. With the centre of British fishing moving steadily north, the relocation to Edinburgh now looks to be an inspired decision.

On Humberside, the importance of the WFA's Industrial Development Unit has been underlined by the heavy calls on its services from outside the UK. The IDU could also be about to cover itself in glory with its work on producing a blue whiting product suitable for the Japanese market.

The blue whiting project has been an example of what research and development should be all about. Taking a potential vast resource, the WFA went out and found a possible market for it. Now, after supervising successful production trials, the WFA is ready to bow out in the knowledge that commercial operation will move in the next few months.

The Government's review of the future of the White Fish Authority — due last year — has been postponed. No doubt this was to take account of the recommendations of the Expenditure Committee which reported on the fishing industry earlier this month.

The result of this report has given a big boost to the hopes of the WFA and HIB, when it was recommended that both bodies "deserve support and encouragement".

While we know that there are critics of the WFA, it might be time to pause and think of the alternative could be. The thought of Ministry involvement in the fishing industry should be just the thing to give the support and encouragement recommended.

# MP asked to support pout box extension

MPs were asked last week to give their backing to an extension of the North Sea pout box. At a meeting between industry representatives and the All-Party House of Commons Fisheries Committee MPs were told that, while there were benefits for some British fishermen inside the box, others were suffering as a result of it.



THE 430-TON Danish industrial fishing and processing vessel *Luminio* (E 559) has returned to Denmark after being berthed inside the fish docks to tranship early summer sandeels.

Particularly hit are areas south of the Shetlands, where the Danish industrial fleet is concentrating its efforts on the north-end of the box, said Gilbert Buchan, president of the Scottish Fishermen's Federation.

He suggested that the box should be extended from 56° to 60° north and from 2° east to 4° west.

This view was backed by Jonathan Watson Hall, president of the British Fishing Federation, who also wanted to see regulations introduced to stop boats going to sea with more than one type of net.

Landings of some 2,500 tons of cod from Greenland by German trawlers was causing some concern, Hull trawler owner Bill Suddaby told the committee.

The Berlin meeting of ICES had agreed that there would be no quota allocation from the Greenland area, he pointed out.

The report on the fishing industry by the House of Commons Expenditure Committee was described as 'timely' by Mr. Buchan. He hoped that the Government would note the hacking it gave to a 50-mile limit.

On the 50-mile limit issue, Mr. Buchan was critical of MPs John Corrie and Geoffrey Rippon for suggesting that this claim was out of reach. The Under-Secretary of State for Scotland, Hugh Brown, was also included in this criticism for his 'not a

hope in hell' statement and for his defeatist attitude on EEOA grants.

Mr. Buchan expressed pleasure that funds had been made available to rectify the previous unfair allocation of grants, but he was concerned that this money might be regarded as a bribe for a less than favourable EEC policy on fishing.

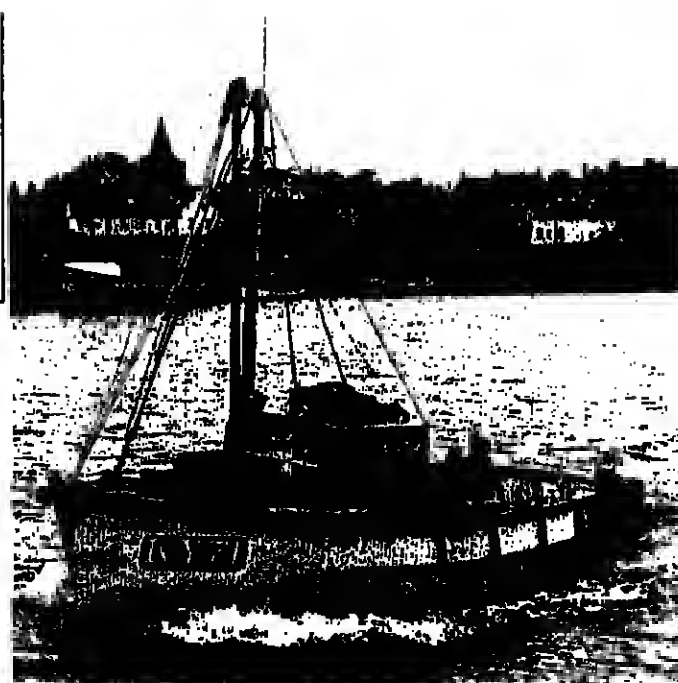
Chairman of the Committee, Patrick Wall MP, asked if the industry was prepared to stick it out for a 50-mile limit. Yes was the unanimous reply.

## Crewman, boat lost off Fife

GELLARDYKE fisherman Joe Swankie is feared lost at sea after his 26 ft. lobster boat foundered off Fife on Thursday last week in fog.

With him was James Berry also of Gellardyke. Mr. Berry was spotted by coastguards and the alarm was raised. He was taken by helicopter to sick bay at RAF Leuchars, Fife.

The vessel, *Fear-Nought*, was Kirkcaldy-registered but operated from Crail.



Fife Ness coastguards heard a broken radio message at 1.15 p.m. It is thought the radio reception was poor because the vessel was so close. Anstruther lifeboat and several fishing boats searched for the wreck.

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## SANDEEL SHIP HEADS HOME

THE 430-TON Danish industrial fishing and processing vessel *Luminio* (E 559) has returned to Denmark after being berthed inside the fish docks to tranship early summer sandeels.

Last spring Grimsby agents Tom Sleight (P.S.) Ltd. brought *Luminio* across from Esbjerg to Grimsby for the end of the winter sprat fishing season.

It takes pressure off the local sprat fishery which had earlier imposed a quota to avoid being swamped when catches were heavy.

Although there are fewer vessels from Grimsby fishing

for sandeel than there were for sprat, *Luminio* berthed at the end of the West Quay and was very popular again with skippers.

When full, *Luminio* either returns to Denmark or transfers the odourless product in liquid state to a carrier for shipment to Denmark where the process is completed.



## French 'save' Fleetwood

FLEETWOOD owners have returned from a trip to France optimistic that French vessels will continue to play an important part in maintaining local supplies.

Jim Crose, president of Fleetwood Fishing Vessel Owners' Association; Mark Hamer, general manager of the FFVOA; Dennis Bond, general manager at Fleetwood for Boston Deep Sea Fisheries Ltd; and Peter Hewett, principal of the Hewett Fishing Co., all went to Lorient, Douarnenez and Concarneau.

They said that in the four months starting on New Year's Day, 103,892 kits were landed at Fleetwood of which 28,086 came from French vessels. The French landings have helped to keep Fleetwood open as a fishing port.

## LUCKY ESCAPE FOR LINER

SKIPPER Edwin Stevens of Newlyn helps repair damage to his 37-footer (right) after an excursion on the rocks earlier this month.

His GRP-hulled Jonette Elaine was heading home to complete her fifth longline trip in a row when fog clamped down. Skipper Stevens was asleep and his tired crew was steering a course for home when she steamed on to a rock off

Porthurno, then slid off on to another one.

Skipper Stevens thought the boat would be a write off, but the main damage was amidships, at the turn of the bilge.

The hull had been pushed in four inches and an internal transverse frame had detached for 6 in.

She did not take any water and was repaired between tides while beached at Newlyn.



# Hewett ship refitting to fish again

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FLEETWOOD'S Hewett Fishing Co. is to put back into service one of its largest trawlers which has been tied up for six months because of quota restrictions on distant water grounds.

The ship is the 1641t. side trawler *Robert Hewett* which has been having a refit before trying her luck on middle waters.

Her sister-ship *Ella Hewett*, has been working these grounds since the firm's Norway coast and White Sea quotas run out. She has brought in some useful catches and it is hoped *Robert Hewett* will emulate her.

Both vessels were among the most successful ships to work from the port when the distant water grounds were open to them, but their size makes them more difficult to run at a profit in middle water areas where catches are lower.

The fact that their owners have enough faith to keep them working is a welcome sign that the port may still be able to keep two of its biggest vessels operational.

Mr. Williams joined a Fleetwood fish meal company at the age of 14 and later progressed to the position of manager at a Warrington fish meal company. While in his early 20s he began an association with Boston Deep Sea Fisheries which was to make him well-known throughout the fishing industry.

Mr. Williams leaves a widow and daughter.

HENRY Smith, one of Arbroath's best known fishermen, has died in Arbroath Infirmary aged 74.

Mr. Smith went to sea as a boy on his father's boat before he skippered his own boat, *Eight Bells*.

He retired nine years ago and his son, Alex, is now the skipper.

He was former president of Arbroath Fish Merchants' Association.

Mr. Smith is survived by his widow, three sons and eight daughters.

55-YEAR-OLD fishermen Thomas George Lobb died on board a Newlyn, Cornwall, trawler last weekend. His body was brought into harbour on Sunday.

Mr. Lobb of Alverton, Penzance, was engineer on the trawler *Excellent*.

He was found dead in his bunk. Dr. M. E. H. Herant went to the harbour when the trawler arrived and the body was taken to the West Cornwall Hospital mortuary.

## BEAMERS KEEP OUT

BRIGHTON Inshoremen have come to an agreement with Portsmouth trawlers over fishing off the Sussex coast.

The inshoremen will now keep within four miles of the coast, while the beamers will stay offshore.

The agreement follows a visit to the area by the fisheries protection ship HMS *Soberton*.

Sussex chief fisheries officer, Jim Howell, stressed the 'ceasefire' was temporary. Only Government legislation would solve the problem once and for all.

"The trawlers are 80 to 90ft. long, with up to 600hp engines," he said.

"They are too big for inshore waters and I want to see them kept outside a six-mile limit. This sort of confrontation has happened before and I have no doubt it will happen again."

Mr. Howell is now convinced one beam trawler skipper did not deliberately destroy fishermen's nets.

"He should have been more careful and checked the nets for trammel nets first, but I don't think it was deliberate," he said.

TRADE union leaders are not satisfied with the reasons British United Trawlers has given to justify the loss of 100 shore-based jobs at Grimsby.

District secretary of the Amalgamated Union of Engineering Workers, Albert Salmon, said after a meeting on May 17 between BUT and various union officials that there would have to be a "real case" before he could accept BUT's decision.

He said he was concerned BUT may leave Grimsby completely.

The union decided to send representatives to London this week to see Ministry of Fisheries officials.

It is hoped that a real BUT may reconsider.

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## 'SECRET CFP' IS DENIED

RUMOURS of a secret fisheries agreement reached in Europe — but with an announcement held back for a matter of weeks — were strongly denied in the Commons last week by Bruce Millan, Secretary of State for Scotland.

Jan Sproat, Con, Aberdeen South, asked for confirmation of strong rumours that changes in the common fisheries policy had already been agreed in the EEC and said that by the time this agreement was announced it would be too late for the Commons to do anything practicable about it.

Mr. Millan said it was nonsense to suggest there was a secret agreement. There had been no agreement at all.

Mr. Sproat also asked what action was being taken about the Trade and Industry Sub-committee recommendation of bilateral negotiations with Norway? To that Mr. Millan simply said that there were difficulties.

When Robert Hughes, Lab, Aberdeen North, said that Conservative MPs who compounded and spread unfounded rumours were acting against the interests of the fishing industry, Mr. Millan agreed. It was malicious to spread suggestions of a secret agreement — malicious in terms of the House and the industry.

## Not cheap alternative

SIR, In response to the letter by John E. Peters headed 'Cora hulla — no 'saal of approval' (*Fishing News*, May 19), the assumption is that he does not approve of core hulls although Cygnus has built one for Skipper Colin Parker.

Could it be that the White Fish Authority, when considering the interests of Mr. Parker with his QM37 built in steel sandwich (for a mould plug). Insulated that the outer laminate should be the same thickness as a single skin laminate because, as the hull was used as a plug, it may not have had the protection of a gel coat finish?

With regard to Mr. Peters' comments concerning the thickness of the outer skin of a 'cored' construction, I am inclined to agree with him that it is desirable to have the outer skin considerably thicker than the inner skin, but there are differing schools of thought amongst the authoritative bodies on this subject.

The introduction of a core material in GRP workboat construction does not in my opinion constitute a 'minor revolution'. It is in *British Fishing Boat Construction* — EdJ. It is approved by Lloyd's and many other authorities throughout the world for workboat construction. It has been used in the LBA for 20 years and is on the increase.

The same method of construction is used by the French builders, Societe Teulmar at St. Nazaire, for workboat hulls up to 100ft. in length and many other GRP boat building companies.

Versatility workboats are built to a high commercial standard whether they be of traditional form or of core construction. The best technical advice is always sort and thoroughly tested before embarking on any new materials or innovations and our usual high standards will be maintained.

It is not a cheaper form of construction when compared with the more traditional form of GRP boatbuilding. The reason that Versatility are offering this form of construction as an alternative are:

1. Thermal and acoustic insulation in the more traditional form of GRP boat construction has always been a problem.

The introduction of a core does not remove this problem, but it does go a long way towards it.

## Senior certificate

SIR, Your article *Fishing News*, May 12, 'Swinging Bob bows out' states that Mr. Parsons is the senior certificated compass adjuster. I challenge this statement, as I hold a certificate senior to Mr. Parsons.

It is No. 60(C) obtained by me by examination in London on April 28, 1938. As you can see, I have held this certificate for 42 years.

Compass adjusting has been a family failing with our family.

My father, brother and myself were all practising throughout the war on Merseyside and the north-west area and, to the best of my knowledge, was the only family ever to have three certificated compass adjusters all practising at the one time.

Now Mr. Parsons has retired I would like to wish him a happy and long retirement.  
W. G. BARR,  
Belknap Road,  
Fairy Cottage, Laxey, Lincs.

HEAVY landings of sandaels continue to mean shortages of whiting for Shetland processing factories. Last week 24 industrial arrivals landed 27,000 tons of sandaels worth £37,854, compared with a total of only 3,900 cwt. of edible species.

GEORGE COULBECK of Grimsby has been elected chairman of the Federation of British Port Wholesale Fish Merchants' Associations, with Ken Beeken as secretary. The appointments were made at the association's AGM at York last Friday.

HULL'S former top-earning stern trawler *Hommond Jones* is now on the way to fish as a research ship from Canada. The former Newington Co. record-breaker has been renamed *Lady Hammond*.

BOTH Hastings lifeboats were launched last week when a fishing boat ran into trouble off Bexhill. *Moris J. Leach*, owned by Mr. D. Holroyd of Eastbourne, had engine failure. She was towed in.

TRAMMEL nets worth £150, and rope worth £20, have been stolen from Lancing beach, Sussex.

THE EEC Council of Ministers has agreed to reduce the tariffs on imports of some categories of cod, haddock and hake for processing by a third. The new rate of duty will be ten per cent and will run for six months from July 1, 1978. It will be reviewed in the Autumn.

## fishing news

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## Group looks at boat reporting

THE FISHING Industry Safety Group is forming a sub-group to study the problems of fishing vessel position reporting.

The group, meeting in London on May 18, noted the practical difficulties of reporting and discussed the various alternatives. Then, it decided the subject needed to be examined in depth.

Mandatory fitting of EPIRBs (emergency position indicating radio beacons) was considered by the group. It was decided, however, that until satisfactory cost-effective devices have been developed changing the law could not be justified.

A number of fishing vessel owners are now to be finally warned by the Department of Trade for not putting their boats up for survey. There are still "a number of boats which perished in not coming forward for survey." There Radio Advisory Committee.

has been a recent improvement, however.

The group took note of Chapter 6 of the report by the Trade and Industry Subcommittee of the House of Commons Expenditure Committee, which dealt with the Department of Trade's safety surveys for inshore vessels.

The report's conclusion was that the survey arrangements are now working satisfactorily.

Other matters considered were: watch-keeping procedures including watch alarms and the preparation of guidance to the industry; proposed new certificates of competency for skippers and crews; and radio requirements with particular reference to the unsatisfactory performance of watch-keeping speakers.

It was decided to remit this last question to the Maritime

## SHELLFISH ASSOCIATION CONFERENCE

# Machines hard on the mussels

THEY were queuing for places at the ninth conference of the Shellfish Association of Great Britain held last week at Fishmongers Hall, London.

The conference still retains its power to attract not only delegates but speakers from many parts of the world. The United States, Canada, France, Spain, Netherlands, New Zealand and Eire were all represented.

The first paper was by a Dutchman, Mynheer L. Westbrook, an engineer who had worked on the

mechanisation of the Dutch mussel fishery.

He said that while mechanisation might have cut costs, the almost inevitable tough handling of the shellfish had produced an unacceptable high fatality rate, both as a result of shell damage and loss of moisture through hair-line cracks.

Examinations had been

made at various stages of processing to try to pinpoint the peak of the damage.

It was found that the biggest percentage of mortality occurred in the washer, where rotations must be sufficient to remove barnacles and other growths from the shell.

The declustering machine, another rotary cylinder with spiral knives, accounts for a further five per cent of the shell damage.

Even the method of dredging mussels can result in a sizeable proportion that will not live for the 72 hours needed for distribution in the shops.

### Research

It was to these points that Mynheer Westbrook suggested that research should be directed, together with codes of practice, that would avoid the dropping of mussels — whether individual or bagged — even the few inches from declusterer to washer; all shocks affected adversely the keepability of the mussel.

The next speaker, also Dutchman, were interested in the canning and shelling of mussels for the preserved trade.

Mynheer F. M. Franken explained how his firm of agricultural engineers had been drawn into the business of processing mussels while his younger colleague, P. W. Grootmans, went into more technical detail.

He said that although cooking times varied according to the age and culture method of the mussels, an average time for loading the rotors, cooking and unloading is 150 seconds, with 110 deg. being achieved within the hour.

Meats separated from the shell in large tanks and then washed to remove the excess salt; similar processing apparatus for winkles and cockles is being developed by his company.

The chairman of the association, Cyril Lucas, an oyster planter from the Isle of Wight, spoke on the cultivation of natural stocks.

### Achieved

He posed the question: "Why have we achieved so little in mariculture with so many natural advantages?"

His first answer was to contrast the attitudes of other national governments with our own. Japan, whose people gain 53 per cent of their protein requirements from fish, are prepared to spend 200,000,000 yen on one project of creating artificial reefs.

Fish production in Japan has priority over navigational and recreational use of water. There are no planning nor leasing problems for the Japanese fish farmer.

The Dutch Government took on the immense task of

clearing the East Scheldt of pollution so that its great growers would have clean areas in which to grow the product.

In France, where in 1970 some 60,000 tonnes of oysters were cultivated, the Government was prepared to invest its money and time to obtain agreements with full-time fishermen, part-timers and skin divers to reserve nursery areas in which no form of fishing was allowed.

What happens at home? The British are encouraged to fish a resource to the point that it becomes economically unviable and then pass it leaving the fish to recover at its own slow pace, if at all.

Our attempts at control — largely based on minimum sizes — involves no heavy fees, therefore no revenue is received.

This has been carried to the extent that the lobster is now fast becoming an endangered species.

There are private fisheries — some pre-dating Magna Carta — and others founded as a result of a sewerage regulating order, whereby a portion of the seabed is transferred from the public domain to the benefit of an individual or a group under a fishermen's co-operative.

### Frustrating

Such an order, however, relates only to the seabed and not the water column above it. It confers no rights to the mooring of rafts nor the suspension of inter-net.

The granting of these orders can be endlessly frustrated by the action of harbour commissioners and other such bodies who can delay decisions as to whether they will require anchorage in a particular piece of seabed for months.

What is needed is a change in the law. The law should be made positively to foster and encourage fish cultivation. The use of the entire water column should be considered and licensing brought in to provide revenue to be used on research.

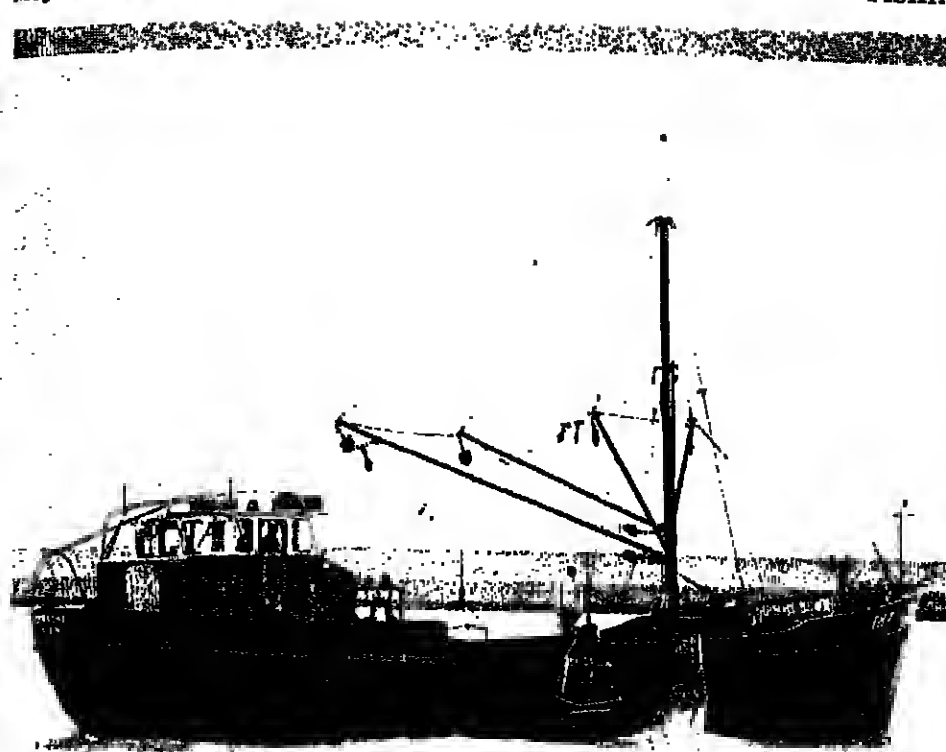
We should consider the introduction of exotic species or the re-introduction of native species to those areas where they have been destroyed.

The scale of the French oyster industry could, perhaps, be gauged by the glimpse of a conference was shown of a film of a mechanised oyster culture system in Brittany.

Produced by M. Mollat, was a strictly a system of preparing, transporting and cleaning of spat, after collection, and while it may have been that they all wanted to get in on the film, the speaker employed in the oyster industry, "labour-saving" seemed almost a foregone conclusion.

May 26, 1978

FISHING NEWS



Professor Charles Bland, from the University of East Carolina, said that the projected world shortage of edible fish meant that the USA had to increase from its present level of two per cent of requirements presently provided by the American aquaculture industry.

### Knowledge

He said that the barriers to such an expansion are in our incomplete knowledge of the life cycle of many of the creatures we wish to grow. Nor did we know the exact environmental requirements for their culture and, lastly, we have a very incomplete knowledge of the disease problems that artificial culture will bring.

Professor Bland reviewed a number of projects — both experimental and commercial — that are in progress in the western hemisphere, commencing in particular the French efforts in Tahiti and New Caledonia.

But, in some commercial operations, disease is proving a major problem. In one Caribbean shrimp farm losses due to a fungus affecting the eggs were estimated at US \$50,000 per month.

This fungus, *Lagenidium callinectes*, is widespread geographically and tolerant of a wide range of salinity.

Fortunately it can be controlled by Malechite Green, but in much smaller concentrations than those used in disease control on finned fish farms.

This, however, raises another problem as Malechite Green is one of those very numerous substances that the US Food & Drug Administration considers to be carcinogenic.

Spotting disease is one of the skills taught at the Inverness Technical College, where the Highlands and Islands Development Board is sponsoring a year's course for fish farming husbandry and even a girl is taking part.

Until now, most training at technician level has been done on the farm but, with the proliferation of farms, expertise is becoming thinly spread and many managers will only have a couple of years' experience to call upon.

There are now some 156 full-timers and 71 part-timers employed in fish farming in the HIDA and it is felt that the time is ripe to provide new entrants with some basic

training coupled with practical work on a variety of installations.

Therefore, the course is divided into four-week blocks of college work dealing with biology, hydrology, fish pathology and engineering practice.

In the latter subject the emphasis is on the use of hand tools, repairs and how to service outboard motors.

The practical blocks are taken at any four of 15 different fish rearing establishments and the students careful logging of his practical work is an important factor in his final assessment.

It would seem that the industry likes the idea because ten of the 12 students already have their new jobs lined-up before the course has even ended.

Mr. C. H. Aldridge, the course co-ordinator from the HIDA, must hope for the same degree of success for the short course he intends to run for people already at work in the industry.

His paper was concluded by the showing of an HIDA film on the prospects for fish farming in their region which, having set-out the advantages, was brave enough for a quasi-government body to illustrate, in a humorous way, how when must central government departments attempt to deny — for all practical purposes — the existence of fish farming, one department welcomes it with open arms — the valuation department of the Department of Environment.

### Design

Other papers were given by Dr. J. Martin on shellfish research at the Marine Laboratory, Aberdeen, and J. F. Sinclair of the WFA on materials and design of fishing boats.

Dr. David Jones of Bangor spoke on artificial diets in larval culture; Professor John Riley, from the State of Maine, told the conference of shellfish agriculture in his part of the world.

All this, plus a static display by the WFA and a fork buffet supper in the Banqueting Hall of Fishmongers Hall — and every delegate would agree that he got his money's worth.

FISHING NEWS

# Drink — 'we have to bend the rules'

TRAWLER owners at Grimsby are unhappy with the latest proposals and punishments to deal with drunken fishermen.

The plans, the most recent of many tried in recent years to combat the difficult problem of excess drinking by a minority of trawlermen, were outlined in a Government White Paper last week. They propose fines of up to £1,000, or two years maximum prison term.

One company spokesman said he felt the continued search for a solution by bodies outside fishing was doing nothing to solve the problem and the only answer was to ban offenders from the fishing industry for life.

"We have tried fines, short-term suspensions, all sorts of threats before — including jail and we know they do not and will not work."

"Drunkenness is worse now than I have ever known it in Grimsby. We are forced to turn a blind eye to fishermen going away to sea 'blotto' with booze they should, in theory, leave ashore."

"How can you expect anyone who has been on the bottle, as a few men do, for all the time they have in port between trips to sober up because a trawler is sailing?"

Even with all the fishermen who are sup-

posed to be on the dole it is impossible to have ready made replacements waiting on the quayside just in case anyone turns up the worse for drink. To pull men off delays sailing and could cost the owners thousands. We have to bend the rules and take a chance.

"Usually they are sober by the time they vessel has arrived on the grounds."

## French on top

TOP vessel at Fleetwood last week was the French stern trawler *Tourmolet* with 1,878 kits worth £26,716.

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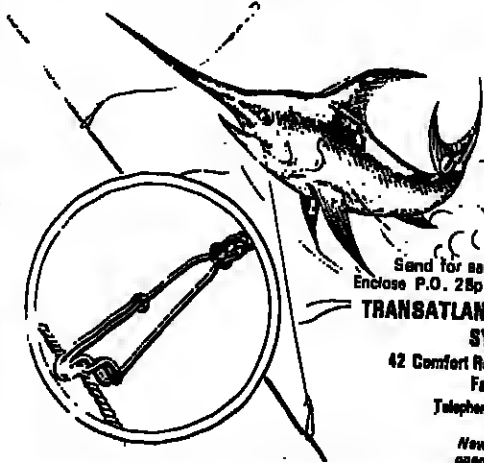


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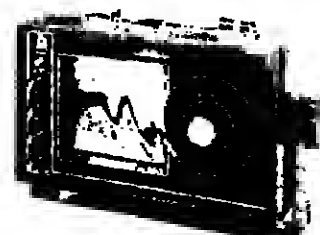
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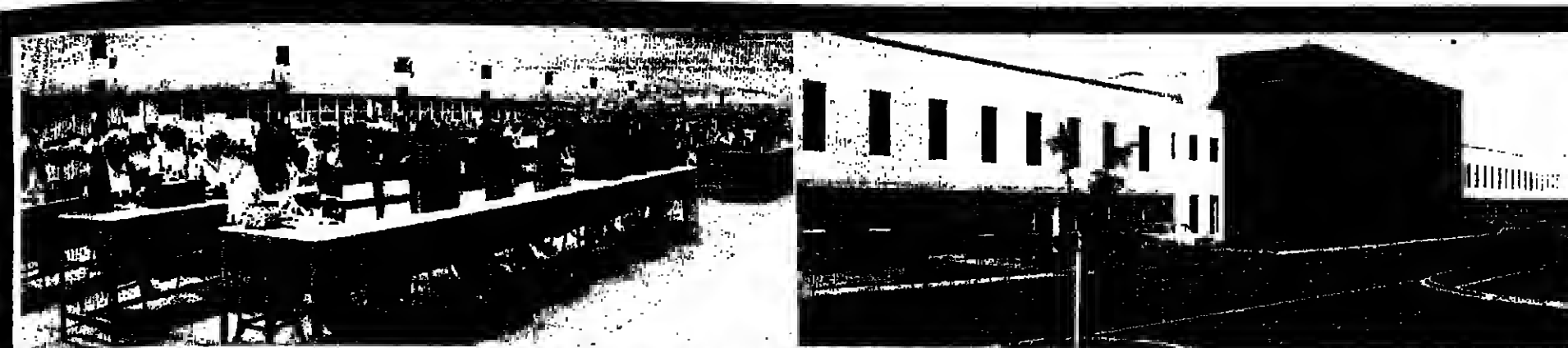
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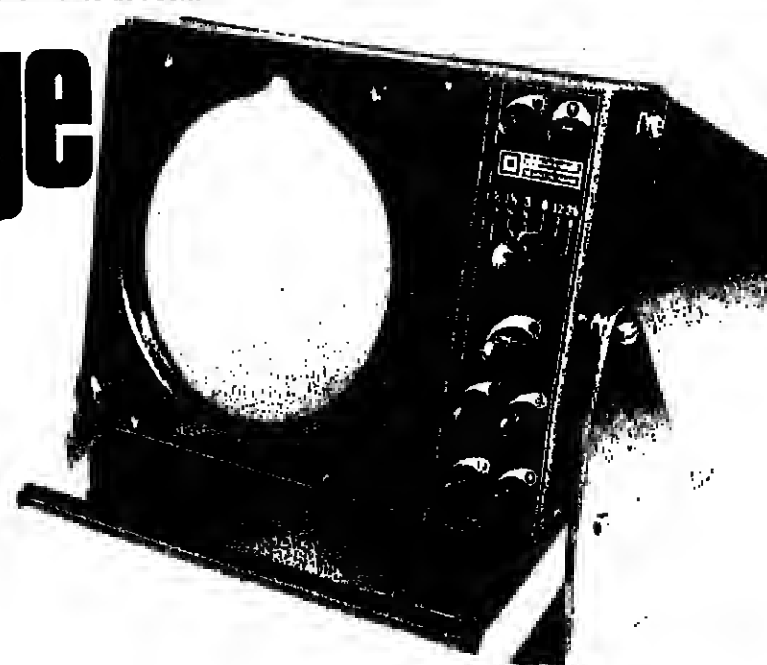
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Inside: the assembly lines stretch across the factory and... outside the modern offices and factory of Electronic Laboratories at Poole.

# Electronics package on course for a big fishing future



THE INTRODUCTION of the Seaveyor 38-mile radar has put Poole-based Electronic Laboratories right on course with the fishing industry. Backed by eight other products in the well-known Seafarer range, this firm now has an electronic package fast making its way into the fishing fleet.

The Seaveyor has already made a big impact since it first appeared in 1976, while the earlier and smaller Seascan has been popular among inshore fishermen for some time and is fitted as the second radar in some larger

middle-water boats. The biggest success scored so far with these radars appears to have been in Northern Ireland where boats like the 65 ft. *Responsive*, *Twilight Star*, *Boy Ken II* and *Alliance* engaged in bottom trawling out of Portavogie, all have the Seaveyor radar as well as Seaveice vhf.

Two other Portavogie boats, the 45 ft. *San Patricio* and the 50 ft. *Fruitful Harvest*, both use Seascan radar in their bottom trawling and prawning operations, as does the 40 ft. *Boy James*, fishing out of Donaghadee. Some boats working out of North Shields, like the *Christine Nielsen*, have Seascans installed as second radars.

One skipper at the port who also has a big Decca set says that he likes the Seascan because it can show him gulls on the water: "and where there are gulls there are fish."

So far as Scotland is concerned, Electronic Laboratories admits that penetration of the market there, particularly in the Moray Firth area, has not yet been anything like that achieved in Ireland. But it believes that by having its own stand at the Catch '78 exhibition in Aberdeen, next month, as well as having its products on the stand of its Scottish distributor Alexian Electronics, will help make the radar and vhf better known among Scottish fishermen.

The Seafarer range is now being sold through more than 20,000 sales

outlets in 90 countries. It is claimed that one Seafarer product is sold every seven minutes somewhere in the world.

Behind this success story is a history of only 15 years. It had its beginnings in 1963 with the developing of a small two-range visual-indicating echo sounder, designed mainly for pleasure craft, in a small works in North London.

Christened the Seafarer, this sold for only £25 and exhibiting it at the 1964 Boat Show in London brought the orders pouring in to such an extent that very soon afterwards Electronic Laboratories (Hendon) Ltd., as it then was, had to seek larger premises which it found in a former church hall nearby.

Meanwhile sales of the sounder had both encouraged and enabled the firm to develop two additional products: the Seafix direction finder and a new recording sounder, the Seescribe, which extended the market into the inshore fishing industry.

Within the course of another year the demands for these three products had become such that the facilities in the old church hall were quite inadequate and another move was imperative.

This time, it was into a new factory at Ramsgate where for time production was able to keep up with demand until in the late 1960s yet another search for larger premises had to be contemplated.

At the same time the company had plans for

moving into radar and, in fact, what was to be the Seascan small boat radar with a 6 in. screen.

Then two things happened which opened up a new era of expansion for Electronic Laboratories. The first was the appearance on the scene of the Brooks Group of companies, ready and willing to buy a relatively small firm with an obvious growth potential.

The additional resources Brooks were able to put behind Electronic Laboratories' drive and initiative were welcomed at Ramsgate despite limitations of the factory where turnover was by then nudging the 24m. mark, but little to be held about there unless greater production capacity could be contrived.

This embarrassment was resolved by the acquisition of Astor Electronics with its works on a 10-acre site in Poole. Astor was engaged in manufacturing the Raymarine series of marine

radars for Marconi, so that when Electronic Laboratories moved in at Poole in 1971 it gained not only a substantial design and manufacturing facility with ample space for further expansion, but also a nucleus of personnel with marine electronics skills, notably in the field of big-ship radar. Development of the Seascan radar went ahead (it was in production by 1970) and following the example of the original Seafarer was given a public viewing at the 1971 Boat Show. Again as with the Seafarer, the Seascan was an immediate success.

The old Astor factory, however, was far from perfect in equipment and layout for Electronic Laboratories' purposes, and though it provided more elbow-room, it was from the moment of its occupation regarded as little more than a stepping stone to better things.

A new building, providing some 120,000 square feet of bright

modern administration and production premises, all fully air-conditioned, was completed in 1974. By this time, the Seaveice 12 channel vhf and the Seafarer electro-magnetic log had been developed. Overseas development was also taking place with the formation of a German subsidiary, Seafarer GmbH, in Hamburg, and the establishing of an associated company in the USA, Especo Brooks, Inc., of Westwood, Mass., which markets the entire Seafarer range throughout the United States and the Maritime Provinces of Canada.

The choice of the name Seafarer for the electro-magnetic log may perhaps seem a little puzzling since this was — and still is — also that of the original echo sounder. It is also used as the family name for the whole product range.

That original little sounder, greatly improved thanks to modern circuitry and techniques, has now

Above: the 38-mile Seaveyor radar-top of the Seafarer range. Left: a line of radars from the Seafarer range at an Icelandic fishing port.



Below left: Seafarer electro-magnetic speed log. Below centre: Seafarer echo sounder. Below right: Seescribe recording sounder.



become Seafarer III and is believed to be the world's best-seller in its class.

This may in part be accounted for by its price which, despite inflation is still well under double that of 1963; or could it be that the low price is the result of enlightened production methods and high-volume sales? About 333,000 Seafarer sounders are in use today.

By 1976, two years after the completion of the new building, the introduction of the Seaveice 38-mile radar for larger vessels had brought the Seafarer range up to its current catalogue of nine products, with turnover up to more than £3m. a year.

Demand for all Seafarer products went up by 35 per cent last year, raising the turnover to close on £4m.

Testing of finished products for operating efficiency is, of course, standard procedure for any

Turn to page 10

All fishing boats must update  
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From page nine

electronic equipment, but Electronic Laboratories is not content with this.

Every day random samples amounting to at least 10 per cent of all production are taken into quality control for subjection to environmental testing in conditions of heat, cold down to -20 degrees C., and vibration from 0 to 50 cycles at 2.5G — a trial more stringent than they would be expected to ensure in use at sea anywhere in the world.

After this, every completed radar is given a soak test of overnight running before being passed for packing at despatch.

Over half of Electronic Laboratories' output goes for export.

Chowgule (Private) Ltd., India's big owners of ships and iron-ore mines, have recently been given permission by the Indian Government to diversify into deep-sea fishing and

era building ten new trawlers each of which is to have Seaveyor radar fitted, and Electronic Laboratories are finding similar outlets for their radars, recording sounders, and vhf sets in the expanding fleets of other Asian, Naar and Middle Eastern, and African countries.

North America, with its large numbers of seiners, shrimpers, druggers and trawlers, is perhaps the biggest single overseas market with sales of Saacson II and Seaveyor radars now running at over 1,200 a year. Seaveyor II is, in fact, claimed as the best selling radar of its type in

the USA.

Scandinavian fishermen are also substantial buyers of the Seaveyor vhf sets, and are showing considerable interest in the more sophisticated Seaveyor radar. In Scandinavia and Singapore, the equipment is sold under the name Kelcom, by Kelvin Hughes. The

Seaveyor recording sonar, the two radar and the 12 and 81 channel vhf sets, sell well in Germany, where the German submarine sold 80 radars as well as several thousands of other Seafarer products last year.

On the home front, with the workmanlike Seaveyor radar, the company has definitely moved up to compete strongly with longer-established firms in the radar line.

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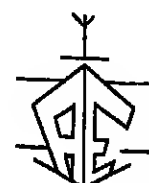


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# Debut for low cost GRP range

THE 'AQ' range of beamy, shallow-draught GRP craft just going into production at Porthleven, Cornwall, is attracting a large number of enquiries from fishermen wanting a competitively-priced boat.

A fully-fitted out flush-decked 27-footer — less engine, tanks and stern gear — can be bought for as little as £7,500; a larger 29 ft. version costs £8,550. Raised foredeck/forward wheelhouse alternatives are also available for a slightly higher price.

A skipper wanting to fit out his own boat from scratch will need £1,650 for the basic 27 ft. hull moulding, and £1,920 for the 29-footer.

The company responsible for this latest move on to the GRP scene is Aquarius Marine Ltd, which took over the bankrupt Porthleven Shipyard last year.

Aquarius, previously specialising in sailing catamarans, is a newcomer to fishing boat construction, and has already received more than 150 enquiries from fishermen throughout Britain.

The company says the new AQ range fills a price gap in the current GRP boat options. It sees a huge potential

in fishing end confidently predicts that it can succeed with a practical and competitively priced boat.

It is able to mould up to 80 hulls a year — and to fit out about half this number. — It is already looking to the time when fishing boat production will pass that of its catamarans.

Aquarius Marine was formed in August 1978 primarily to build catamaran cruisers. It moved to Porthleven from Gweek, Cornwall in February 1977.

The company now employs about 25 men, most of them skilled fishing boat builders from the old Porthleven yard. Many had to be re-trained in the use of GRP, but managing director Ray Tyler says they are all first class craftsmen and "know" about fishing boats.

The new Aquarius boat is a joint effort by Ray Tyler, sales director Peter Clements, GRP specialist Fraser Drennen and colleagues Peter

Bond and Bob Burnard.

The lines derive from a traditional fishing design, modified to reduce draft a little and to give maximum deck space for the waterline length.

The 27 ft. wheelhouse prototype, fitted with a marinised Leyland 2.2 litre engine, was built 'on spec' in October last year. She was launched in April and is being kept at Porthleven for demonstrations.

The first two 29-footers are now almost complete. One is for Port Agnes, on the north

Cornish coast, and the other is for exhibition at the West Country Boat Show at Plymouth next week.

A second 27-footer is also due for delivery shortly to a fisherman in Morecombe, Lancs.

The glassfibre lay-up for both hulls is the same and they are built to full White Fish Authority specifications and Lloyd's approval.

The 16 oz. laminate comprises six layers of chopped strand mat, plus two of woven roving reinforcing, giving a solid section of approximately 7/16 in. average thickness. Extra reinforcing up to 24 oz. is used in the stem and transom end throughout the steel bend keel.

Box section 3 in. by 2 in. foam frames are spaced at 20 in. centres, each one strengthened by an additional 6 oz. overlay.

Engine bearers are timber, glassed in with heavy duty reinforcing. And deck beams are 5 in. by 2 in. iroka, supporting in marine ply, GRP sheathed and non-slip painted. Bulkheads are also in marine ply.

All the early boats will have a plywood wheelhouse, although moulded units are planned.

Standard equipment in the specification includes rudder and steering system, navigation and fishing lights, compass, sacrificial anodes and full set of safety equipment.

Aquarius Marine is due to hand over its first commercial fishing vessel by the end of this month.

She is a 29-footer with



Ray Taylor (left) and Peter Clements on board the first AQ 29. The boat is pictured (top) in Porthleven's inner harbour.

forward wheelhouse and raised foredeck for St Agnes skipper, N. C. Kent, who will use her for longlining, potting and charter fishing.

Built to the standard specification, the hull has a beam of 10 ft. 9 in., draught of 3 ft., and depth of 6 ft. Tanks are installed for 108 gallons of fuel oil.

Propulsion is by a 72 hp Thornycroft diesel engine turning a 20 in. by 15 in. manganese-bronze propeller through Borg-Warner 2:1 reduction gearbox.

No auxiliaries are fitted, but a hydraulic pump is mounted on the front-end of the engine to power the line hauler.

Wheelhouse equipment includes 'Snilar' vhf and Marconi Graphette K fish finder.

Skipper Kent's vessel is fully decked, but there is space for a 180 cu. ft. hold in

this boat if required.

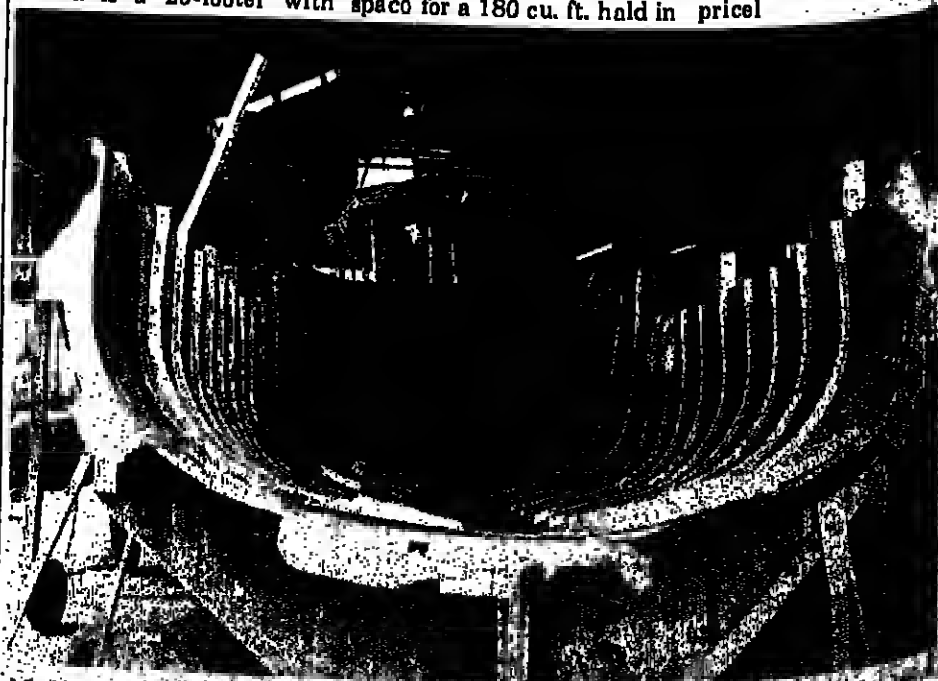
The Aquarius 30-footer, the Plymouth show is similar. She is powered by a 60 hp diesel and fitted with winches, landing deck, stern gentry and mixer.

Also due this month is a 30 ft. hull, complete with engine, beds, for Skipper J. R. Menor. He will fit her out himself for prawn trawling in Morecombe Bay.

The Aquarius team already has drawings for a boat up to 36 ft. long, but there are no plans to go much bigger at present.

The firm does not claim to be in direct competition with Cygnus Marine at Penryn which moulds the highly-successful GM range of boats from 15 to 44 ft.

It does feel, however, that there is room for a good alternative — perhaps at a lower price.



AQ 30 under construction.



ADVERTISEMENT SUPPLEMENT

## COSALT news

# SALES SOAR TO AN ALL-TIME RECORD

INCREASED sales of fishing gear — particularly for inshore boats — have helped to boost turnover of the Grimsby-based Cosalt group to an all-time record.

Total pre-tax profits last year reached £2.1 million — almost double the £1.2 million of 1976.

The group's turnover rose from £17.7 million to £23.6 million, and exports were up by more than £1 million.

Cosalt's sales to the fishing industry are developing fast, despite the crippling effects of Britain's distant water fleet.

This is largely the result of a whole new emphasis on supplying the inshore sector — and on rapidly developing exports. Cosalt has been quick to take advantage of the growing export demand for fishing gear as more and more countries take on 200-mile limits.

The company supplies to over 50 countries and, as the export market grows, will be stepping up its participation in most of the major international fishing exhibitions.

Participation in the last big United States Fish Expo held in Seattle, in October 1977, has helped to double Cosalt's fishing gear sales to this market in the last 18 months alone.

The company will also be prominent at 'Catch 78' in Aberdeen in June. During the last 12 to 18 months, Cosalt's Ships Chandy Division has purchased the long established Ayrahire firm of

Rigging a mid-water trawl at Fraserburgh. Cosalt is able to manufacture nets at short notice to customers' specifications.



## Focus turns inshore and abroad

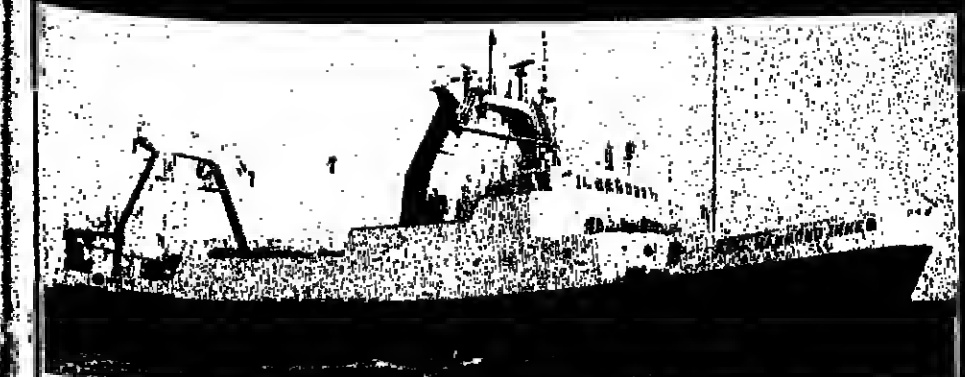
W & J Knox. It has also taken over the twine factory of Belfast Ropework Co., thus giving complete control of the quality of the product from the extrusion stage right through to the finished net.

New Cosalt branches have been opened at Scarborough and Plymouth,

catering especially for the local fishing fleets.

All this adds up to an even better service to fishermen, and reinforces the prediction made in 1973 by Cosalt's John Ross, following his appointment as chairman, that "the future was never better!"

## Gear for the 'Hammond'



THE trawler Lady Hammond, formerly the Hull-based Hammond Lines, has been sold to Canada for experimental fishing. She left on her delivery trip last week, complete with Cosalt fishing gear.

Her skipper for the voyage is Mr. Max Baker of Nova Scotia who has a mixed Canadian and British crew. The trawler will carry a pair of high-opening bottom trawls from Cosalt's Grimsby factory and two Canadian Diamond-9 mid-water nets made up at the company's plant at Fraserburgh.



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## International Fisheries and Marine Equipment Exhibition.

QUEEN'S LINKS, ABERDEEN.  
14-18 JUNE, 1978.

A warm welcome awaits home and overseas exhibitors and visitors to Europe's largest and most comprehensive fisheries exhibition in 1978. A record number of marine engine manufacturers will be represented. Boat builders, designers, deck and fishing gear manufacturers will be heavily represented. Processing, packaging and refrigeration will show plenty to those interested in the handling side of the industry. Banks and marine insurance companies will be offering their many services to exhibitors and visitors alike.

Products from many parts of the world will be on display with national displays from Denmark and Norway.

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## Grimsby skipper praises 'Gemini'

THE Cosalt "Gemini Mk. II" pair trawl is the most effective net ever used by Grimsby skipper Roger Younger of the Green Volley.

Skipper Younger, who operates through the Denbigh agency of Grimsby, has had a Gemini net since its introduction.

Apart from obtaining additional headline lift, Skipper Younger says that the Mk. II also provides a dredging effect which gives a marked improvement in catches.

# New high-lift pair trawl available from Grimsby

**Gear expert Clive Radcliffe reports on the latest fishing gear development by Cosalt**

IN RECENT years there has been a considerable revival of interest in demersal pair trawling, or seining. The technique, which dates from well into the last century, is expected to have a sound future in the UK with vessels of 200-1500hp, and in the development of artisanal fisheries with boats as low as 10hp.

In net designs used in the UK the first of the more recent pair-trawls was adapted from the Scandinavian *Vinge* or wing trawls. They are operated with rubber disc footropes interspersed with PVC spherical bobbins along their length. Fine ground rigs may use rubber discs only.

Much in developing this type of trawl has been done by Cosalt.

Initially a 1/10th scale model of the Cosalt Gemini pair-trawl was made by the author and tested in the White Fish Authority's flume tank at Hull.

give the lift and thus allowing the lower wing to stand at a much shallower angle to the sea bed.

### Widened

An alternative experiment used a two-seam trawl of equivalent fishing circle to the Panel trawl, but with the additional netting put into the upper and lower sections. The wings were widened and the vees cut back on a side knot, making them much deeper.

These results were also disastrous. The trawl had less headline height than the original, and the deeper vees resulted in netting from the lower wing end being slack and trailing on the sea bed.

These trials highlighted the need for new thinking in the development of a high-lift pair trawl, although much had been learned from the research and fishing perfor-

formance of the Gemini which has been improved by the insertion of the side panel.

This led to the design of the Concord being utilised to produce a butterfly type three-bridle trawl having a deep side panel, which retains the maximum depth throughout the wing and finishes in a third vee at the wing end.

The trawl has much wider wings with a range of varying cutting rates in the top wing. This allows a good curve to fit to the catenary formed by the headline. The square is marginally deeper than in conventional wing trawls, and the bellies are marginally extended as compared with the original Gemini.

### Adjustable

This type of trawl may be adjusted to suit varying fishing conditions.

If the centre bridle is under tension it will close the panel but allow the top and lower wings to open to their maximum, and result in a trawl with a very good headline height.

If tension is relieved on the main towing strain then the net will act like a more conventional box trawl.

### Promising

The new design has been modelled on behalf of Cosalt by the author, and the results of the early trials look very promising, with an anticipated headline height of 26.5ft. and similar wing end spread as the original Gemini.

Up to 280kg. of buoyancy may be applied, and the net still appears to grip tightly to the sea bed, whereas most high lift trawls designed to skim the sea bed very lightly.

These trawls are now in production and are available for vessels with at least 200hp from Cosalt's Fishery and Department at Grimsby.

## Kilbirnie to sell complete purse nets

W & J KNOX will be selling fully-rigged purse seines by 1979.

The company is already a major supplier of purse seine repair panels. And many of its staff who will be working on the purse nets are experienced in making ring nets — until recently an important industry at Kilbirnie.

Knox is also stepping up production of its netting for purse seine repair panels. This decision, made a year ago, has been reinforced by a bulk order for panels from a leading Norwegian manufacturer.

An in-depth survey of the purse seine fleet in Britain has established a requirement for a UK-based net repair depot. Knox is, therefore, modifying its premises and installing equipment for the handling of these nets.

The picture shows Knox staff preparing purse seine panels for shipment to Norway.

## Keeping Gourock catching

W. & J. KNOX'S involvement in trawl manufacture really got moving in 1975 when the company took over production of Gourock Ropeworks' trawls.

For several years Gourock had not produced its own netting but purchased by the bale from other manufacturers, including Knox. It did have vast expertise in trawl and seine design and construction, going back to the early days when it was the first British manufacturer of the original wing trawls.

Two things were apparent: one, that there was still a demand for Gourock trawls; two, that Knox was going to lose a customer.

David McGeorge, manager of the net loft with 25 years' experience with Gourock, joined Knox and kept the Gourock name alive.

Since coming to Kilbirnie, Mr. McGeorge has worked alongside two highly experienced former skippers — Andy McCrindle and David Forsyth.

These three men formed the initial spearhead of what has grown into a successful department.

## Yarns and twines from Annahilt



LAST September W. & J. Knox acquired the Belfast Ropes Group at Annahilt (pictured above). The plant makes a wide range of braided and twisted polyethylene monofilament yarns and twines.

The company is now up-dating the extrusion section and major replacement parts are being fitted. These include sophisticated electrical units which will increase the output.

Additional new plant has been installed for the production of oiled nylon twines.

The machinery is a supplement to the production of the fine to medium twine range at Kilbirnie, as opposed to Annahilt where the medium to heavy range is produced.

## Revived interest in an old technique

IF THERE is a fishing method that has remained basically unchanged, it is gill netting.

When synthetic fibres revolutionised the industry, Knox installed modern looms designed specially for weaving nylon monofilament.

For many years the vast Canadian cod and Norwegian salmon fisheries were supplied by Kilbirnie, the only UK monofilament net manufacturer in the market.

Today, gill nets are still supplied to the limited number of licensed salmon fishermen in the north-east of England.

The depletion of the trawling grounds and the escalation of fuel costs have led to a re-awakened interest in gill nets.

Knox — a major supplier of polypropylene cod nets to Denmark for the Baltic fishery — now

has a healthy and rapidly growing market for these same nets in Britain. Specially designed and hung for fishing above and around wrecks, they are proving most successful in the North Sea with its similar shallow bottom and abundant wrecks.

Trammel nets are also much on the increase and

TO KEEP up to date with the rapidly expanding fish farm industry, W & J Knox is able to produce cage nets to customer specification and a finished cage with floatation collars and walkways.

These cages can be used in both salt and fresh water. If required, they are supplied complete with overhead predator security nets. All

Knox is now flooding demand up the east coast as far north as Aberdeenshire. In recent years the requirement has been almost exclusively from England, with the emphasis on the south-coast.

The very large Irish salmon fishery is an important market. There is a preference for the "single throw" or "slack spun" type of nylon net in the south, but the heavier conventional twisted nylon net is still liked in Donegal and the north.

## Walkway cages for the fish farmer

forms of dip and drag nets are available.

Knox not only offers conventional knotted nylon netting, but knitted knotless netting to cut down scaling and eye damage. These come in a wide range for all fish sizes.

At present all Knox cage netting is treated with hitumen preservative. It is hoped to modify the plant shortly to provide anti-foulant treatment also.

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**COSALT**

## COMMENT

THE STRENGTH of its overseas markets (exports up 64 per cent to £3,200,000), an expanding demand from the off-shore oil industry (sales up over 38 per cent to £2,000,000) and the decision to extend our production and sales facilities to cater for home-water fishing and general chandlery have enabled the Ship Chandlery Division to return record sales (up 40 per cent to £12,455,000) and record pre-interest profits (up 70 per cent to £1,834,000).

Both the assets and the management of W. & J. Knox, acquired in March 1977, made a valuable contribution during the year, the experience and availability of the latter playing a decisive part in the decision to buy in September the net and twine activities of Belfast Ropeworks. The purchase of these two former competitors has enormously strengthened Cosalt's position as the leading UK supplier to the fishing industry.

After the decision to open a branch in Plymouth in April last year, the opportunity arose to acquire the well-established business of Plymouth Ropes in August.

A similar pattern ensued more recently with the opening of a branch in Falkstone early this year followed by the purchase last month of P. D. Macrae (Falkstone) Ltd., which operates as ships chandlers and bonded warehousemen in that port.

It should not be thought that the improved results are attributed solely to new acquisitions. Each of the branches enjoyed a high level of demand, proving themselves once again highly adaptable, each in the light of changing circumstances in their own port.

Cosalt has a unique branch structure, which is standing it in good stead during what might otherwise have been a very difficult if not impossible time for a more centralised company.

Cosalt has always enjoyed a good demand from its overseas customers, but over the years they have become more important. The enforced decline in the British distant water fishing industry, now, alas, almost sunk without trace by successive cod wars and political neglect, has been to some extent matched by a corresponding increase in fishing effort by other nations.

Cosalt has been able to meet the demand from these expanding markets as witnessed by its increased exports.

Against a background of general depression in the fishing industry, this Division had to work very hard for its success in 1977. The target for 1978 is to repeat that achievement.

We believe that we have the organisation and the management to achieve that target, in what we expect to be a more difficult year.

The above is reprinted from the Chairman's statement in the Cosalt Annual Report

### Short vee

This net was originally introduced into Grimsby and it had a headline of 11ft. 4in. with a fishing line of 130ft.

The wings ended in a fairly short vee, cut back on a bar from the wing end to the laistitch.

It was apparent from the flume tank trials that most of the 10ft. lift attained came from the lower wings which tended to stand at a very steep angle to the sea bed.

Cosalt's Inshore Net Department at Grimsby has for some time been supplying pair trawls to the local fleet, and a very successful range of box trawls selling under the name of "Concord".

One of these nets has also been modelled and, as a result, much data obtained concerning the use of side panels.

It was subsequently decided to insert a side panel into the trawl, having 60 meshes at the leading edge of the square and tapering to 20 meshes at the wing end.

This trawl was immediately used for commercial trials with very promising results.

### Assumed

It was naturally assumed that the headline would be improved, but sea trials showed improved catches of flatfish, and not high swimming roundfish as expected.

When a model was tested in the flume tank, the engineering performance was disappointing as only a nominal amount of additional lift was obtained.

It was apparent, however, why flatfish catches had improved. The general cross section shape of the netting in the wings had changed, with the side panel appearing to

## WFA's flume tank — a dream come true



A demersal trawl under test at the White Fish Authority's flume tank in Hull.

TO THE GEAR manufacturer, the White Fish Authority's flume tank in Hull is like a dream come true. It adds a whole new dimension to gear development and provides a powerful new tool to the gear technologist.

The tank itself is the largest of its kind in the world. Larger than normal scale models can be tested to determine warp loads, effects of towing speed, headline height, wing spread, door spread, door performance, plus areas of slack and strain in various parts of the net.

In the early days, attention was focused on testing existing trawls. Several well-proven nets were modelled and examined in detail.

In one particular case, the tank revealed large areas of slack and baggy netting in a very popular and well-fished

trawl. Various modifications were carried out and a new model made to the revised specification.

So much can be achieved once a trawl has been modelled, simply by experimenting with different modifications.

The number of floats can have a profound effect on lift; kites can, in some circumstances, be used to good effect; different types of doors can effect spread; varying bridle rigs, towing speeds — the combinations are

many and intriguing. Many questions can be posed and answered in a short time by simple modifications. The effects of faulty rigging, bad net fixing or incorrect wire lengths are easily highlighted.

The new Jumbo range of high-lift trawls was developed entirely in the flume tank by Cosalt.

Points which had to be considered at the design stage were good net tailoring with evenly spread netting throughout the trawl and regular taper rates, avoiding areas of strain such as wing quarters and selvages. The design had to be

## Excellent results from all divisions

### PRELIMINARY STATEMENT FOR 1977

DIVIDED AND GROUP RESULTS: Maximum allowable dividend, 4.8 times covered. One-for-two bonus proposed; present intention to maintain dividend on new capital if legislation permits.

Ships Chandlery: Strength of overseas markets and expanding demand from offshore oil industry contributed to a record year.

Carvans: Market share and profits improved in difficult trading conditions. Refrigeration and Air Conditioning: Another successful year.

PURPOSES: Another good year expected, with added capacity in ships chandlery and caravans divisions coming on stream.

Turnover	up 32%	£23,650,000
Exports	up 33%	£5,800,000
Pre-tax profits	up 67%	£2,100,000
Earnings per share	up 33%	17.87p
Assets per share	up 6%	74.8p

Copies of the Report and Accounts may be obtained after 1 June from the Secretary, Cosalt Limited, Fish Dock Road, Grimsby, South Humberside, DN31 3NW. The Annual General Meeting will be held in Grimsby, on 10 June 1978.

**COSALT**

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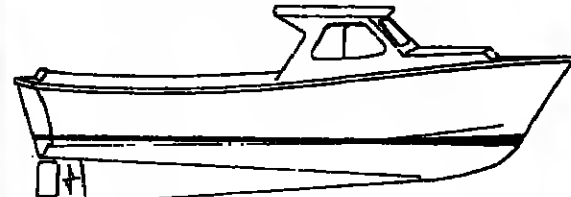
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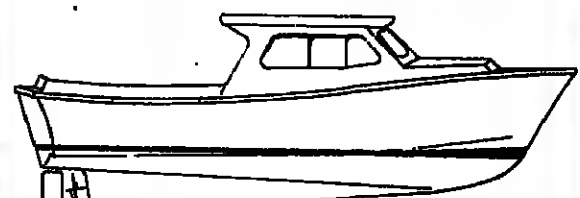
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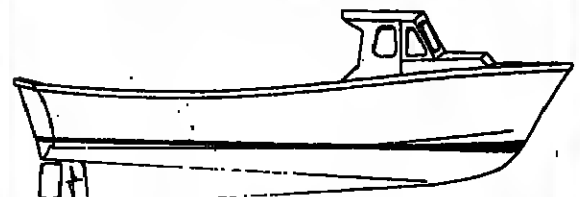
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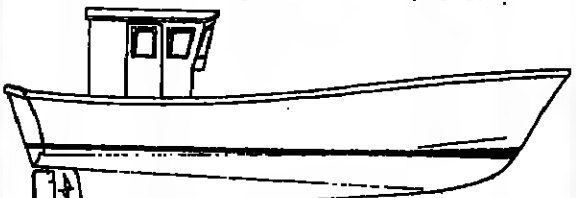
Fast Fishermen Ext. Wheelhouse



W/Boat/Fishing Vessel Fwd. W/House



W/Boat/Fishing Vessel Aft. W/House



Hull design: Robert Tucker, A.R.I.N.A.

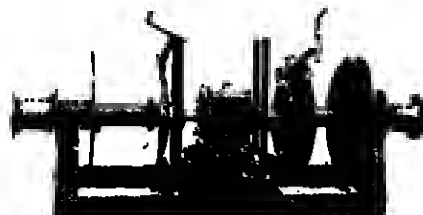
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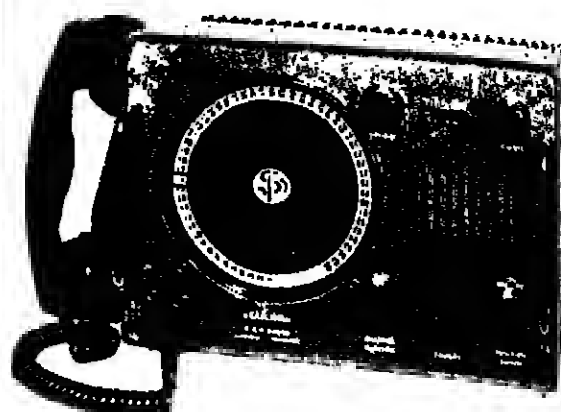


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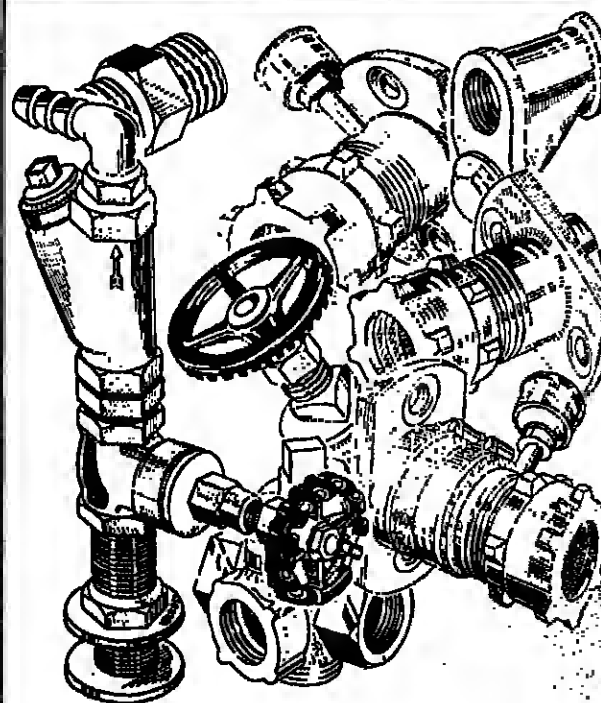
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PHONE: NEWTON ABBOT 487

## Grimsby coming out of doldrums

THERE were signs last week at Grimsby that the early May doldrums were finally over — especially in the North Sea section. Landings fell back to just over 20,000 kits during the week but, considering the solitary distant water trip and the indifferent fishing nearly all the middle water trawlers are facing, it was a much better week for the south Humber side port. Quality cod has been changing hands well above £10 per kit. A blue ling trip by the French stern trawler *Bisson* produced the best grossing of £28,978 from a turnout of 1,186 kits after a Western trip through the Boston Group agency. BUT a *Rosa Jaguar* (Sk. Dennis Speck) led the local earnings with £25,888 from 844 kits, including nearly 450 of codstuffs, after a 17-day Western trip. The only other vessel to top £20,000 was Boyd's Hull wet fisher *Arctic Vandal*. However, a big landing of

1,418 kits made a rather disappointing £23,826, from a 17-day Western, largely due to the amounts of rough fish in the catch. Even so, despite the almost 900 kits of cod and 170 of dogs, the vessel probably did better by landing at Grimsby through the Danbrit agency than it would have done at Hull. None of the other near/middle water trips came anywhere near the top trio. BUT a *Rosa Cougar* (Sk. Jack Major) was next best on £17,772 from 752 kits after 15 days.

This catch was almost evenly divided between cod, haddock and coley. Otherwise in this section there was only a marginal improvement. With so much coarse fish about and catches on the low side, inevitably several vessels ran deeply into debt.

Top North Seas trip came from the Belgian vessel *Cleaver* (0 306) and her fine trip of big cod sold through the United agency for £17,038. *Cleaver* landed 515 kits.

On the same market

*Rosa Jaguar* led the local earnings at Grimsby after a 17-day Western trip.



## SHIELDS REVIVES REGATTA

THE FIRST North Shields fishing boat regatta since the turn of the century is to be held on Sunday.

The organiser Stephen Croas, who is superintendent of the Fishermen's Mission there, says he expects over 40 vessels to take part and at least 800 people from the fishing industry to be present.

Finances for the event, which includes a "sail past" of decorated fishing boats, children's fancy dress competition and disco, has been contributed by all sections of the industry.

Mr. Croas says that in the event of a cash surplus it is hoped to make contributions to the

Tynemouth lifeboat and mission.

One girl from those representing each boat in the regatta will be crowned "Queen of the Fleet" by the Mayor of North Tyneside, Mrs. N. Dixon.

The Mayor, Coun. J. P. Dixon, will announce the winner of the decorated boat competition.

## TRAWL FINE ON FRENCH

THE SKIPPER of the 99ft. French trawler *Chenonceaux* was fined £700 with £241 costs by magistrates at Plymouth on Wednesday.

Georges Jean Bourhis from Finistère admitted fishing in British waters with a small mesh net. The magistrates ordered the offending part of the net to be confiscated and imposed a suspended prison sentence of 60 days in default of payment within 24 hours.

Anthony Collin, prosecuting for the MAFF, said the charge was brought under an act designed to protect immature fish.

On Monday HMS *Lindisfarne* found the 154-ton trawler fishing within British limits, 78 miles south-west of Plymouth.

The trawl containing fish was being hauled at the time. When an officer boarded the vessel and examined the net, he found the cod end varied between 58mm and 62mm, instead of the statutory 70mm.

The court was told that, in March this year, the same vessel was warned about having a 'tight' net.

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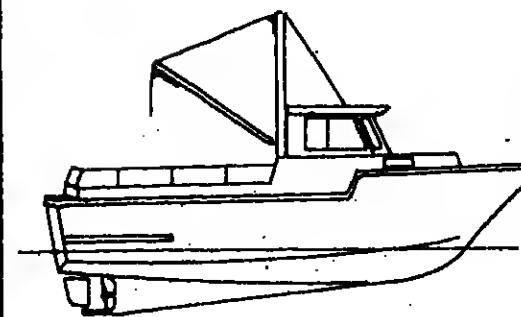
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Engine Up to 120 hp.

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Draft 1.8m. (5' 9")  
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SCALLOPS must be considered the boom shellfish of the 1970s. In 1967 only 60 tonnes were valued at £6,000 were loaded by English vessels but by 1976 the figures had increased to 4,580 tonnes valued at £1,890,000.

Details of this scallop and its fisheries in England and Wales are presented in a new leaflet produced by the MAF Fisheries Laboratory at Burnham-on-Crouch.

I found the information of considerable interest. Did you know that the scallop (called *Pecten maximus*) increases its size by the daily addition of bands of shell to all the shell edges?

Growth is most rapid from April to June and is virtually non-existent in the winter, although this growth rate of the scallop varies from area to area. Some scallops can attain the age of 14-15 years and specimens over 18 years old have been recorded.

In the 1880s there were regular fisheries for scallops from many ports including some exploiting North Sea

stocks; some were eaten or used as bait. Since the Second World War the greatest landings have been made at Brixham and Plymouth with sporadic landings at Newhaven and Seahouses.

Brixham has been the most consistent with usually three-to-six boats of 45-60 ft. (15-20 metres) fishing for most of the year.

The size of the fleet varies according to abundance and market conditions. Occasionally some of the boats have switched to queen fishing and catches of 16-18 tonnes per day have been made.

Grounds now fished from Brixham include Start Bay, Lyme Bay, Torbay and off Portland.

Plymouth has developed as a scallop port during the 1970s. Stocks were known to be plentiful there in the mid-60s but the size and growth of the scallops was poor. However, markets have now been found for smaller scallops and considerable landings are being made.

## shell fish chat

The fleet, which at times numbers 20 vessels, works grounds from off Start Point in the east to the Scilly Islands in the west. Occasionally landings are made at Falmouth in Cornwall.

One productive area, found in 1976, was located south of the Wolf Rock beyond Lands End.

This has been fished by vessels of up to 30 metres long. The landings are mainly at Newlyn or occasionally Plymouth. Another scallop area has recently been found off the Scilly Isles.

Some larger vessels —

mainly Channel Islands registered — have irregularly fished beds off Anglesey and in the Irish Sea.

With a long history of sporadic landings, Newhaven was developing again following the discovery of stocks in the mid-50s. However, the severe winter of 1963 helped bring this fishery to a close and only small landings were made.

The autumn of 1976 saw the start of a boom for Newhaven and the smaller port of Rye, to the east, from which a similar number of vessels (ten-12) were fishing at one time.

Several bads have been worked, from Dungeness to the Owers and from ground five to 20 miles offshore.

Regular landings of over 600 dozen scallops per boat per day have been made, mainly by boats of just over 40 ft. in length. Bad weather hampered fishing in early 1977 and by the autumn several Newhaven vessels were fishing out of Plymouth.

This indicates that 'boom conditions' may only last for

a short time in some areas. The Northumberland beds off the Forno Islands — more or less unfished since Ministry surveys in 1964 — are now receiving attention. Good stocks are reported to still exist. Development of a fishery is awaited.

Despite recent expansion of fishing activity for scallops it is possible that extensive stocks exist that are, as yet, unfished. Likely areas are off the Welsh coasts and off north-east England.

Over the years there has been a change from the large single dredges such as the Manx dredge or Baird dredges to lighter dredges fished in fleets of two to six dredges each side of the boat.

In the eastern English Channel the small 'Newhaven' dredges are used. These are spring-toothed dredges based on a simple solid steel triangular frame.

They have nine or ten teeth welded to a bar 0.8m wide which is attached to a 'trip' mechanism of coiled springs. When the teeth hit a rock the tooth bar tilts back, thus avoiding snagging or breaking the teeth. This is a necessary measure in the eastern Channel where much of the ground is stony and even then considerable damage still occurs necessitating frequent repairs.

These dredges are fished on a steel boom with rubber bobbin wheels at each end. To each boom are linked two-six dredges with two booms per boat.

The chain ballies are often of double rings and the backs of twine netting.

### Efficient

In the west, off Devon and Cornwall, 'Newhaven' dredges have come into favour for fishing rocky areas. But where the ground is softer and the scallops are buried in their recesses the 'franch' dredges or 'dragues a volet' are found to be more efficient. The 'drague a volet' is an improvement on the 'drague Dieppoise', still used in the Baie de la Seine.

The addition of the diving plate is said to improve its efficiency considerably. There are about 20 teeth set about nine cm apart and usually longer (ten-12 cm) than those on the 'Newhaven' dredge, to

help dig out the more deeply recessed scallops.

The dredge is usually 1.5 m wide with ballies of ball rings (eight cm across) and steel 'straighteners' at the after end of the bag. A spring clip allows the steel bag to part when emptying the catch.

The smaller boats fish one of these dredges but those of 80 ft. or more use up to four side.

In some areas, especially Brixham, scallops have been fished by trawling mainly on sandy ground. Beam trawls seem to be the most effective.

The addition of 'tidler' chains to the beam trawl helps to catch more scallops but beam trawls probably do not catch so many scallops per unit area fished as dredges.

The leaflet (No. L12) can be obtained free of charge from: The Fisheries Laboratory, Burnham-on-Crouch, Essex. It also covers the biology, marketing and distribution of the scallops in England and Wales.

### Mussels

It was only recently that I found out that France is a major producer of mussels, and in recent years about 50 per cent of the European supply comes from France.

Indeed the demand for mussels in France exceeds the supply and large imports are made from Holland, Spain and Germany.

Mussels have been grown on posts in France for over 700 years. It is said that this system was devised by an Irishman who was shipwrecked on the Brittany coast and who grew mussels for food.

One of the main centres of cultivation is in the north Brittany coast. Wooden (oak) posts about six ft. high are driven into the shore at low tide level. Seed mussels collected on ropes are wound around the posts where they grow to marketable size.

Large areas of the shore are covered by lines of mussel posts; French fishermen are given 'concessions' of parts of a shore where the poles are set.

A good living can be made from about 2,000 posts but some 'concessions' have between 6,000-10,000 posts serviced by three or four men.

TRAPPER

... Recalling some of the stories which appeared in our columns this week 50 years ago.

MAY 26, 1928

FISH trade warns that a new Bill to stop Sunday trading will seriously affect everyone in the industry and will not go through parliament as easily as is thought.

BOSTON trawling firm places orders for five diesel-propelled trawlers.

MESSRS Cochran & Sons of Selly launch a 138ft. steel screw trawler to go to Hull. She is named *Deepdole Wyke*.

LANDINGS by foreign vessels at Fleetwood in April this year totalled 835 tons — 515 tons more than in the same period last year.

TWO Queenborough men drown when their craft capsizes while they gather oysters on the Isle of Grain in the Thames.

CREW of French fishing vessel fire shots at Por-

50 years ago

tuguese Government vessel. The fishermen were to be questioned.

SEINE net fishing for hake by Swedish boats is the latest innovation at Fleetwood. Swedish boats have already arrived at the port with seine equipment.

FIRTH of fishermen start fishing. This year hundreds of boats are expected to be rapidly lowered into the water, raising the number of boats fishing in the Firth of Clyde.

AMENDMENT to the Fisheries (Amendment) Bill, which includes a clause to allow the Health Minister to still not be a

## Wives set high target

AN £80,000 purpose-built emergency respiratory unit is to be installed in Scarborough Hospital due to the Scarborough Fishermen's Wives Association.

The association started the campaign last year. It first set a target of £40,000, which doubled after plans had been prepared for the building.

The management team of the hospital was prepared to meet the balance from various funds, but representatives of the association insisted that they would raise the full amount.

Association member, Rachel Jenkinson, said that the fund now stands at £38,000. The building of the unit will begin in September and it will be attached to the accident ward of the hospital.

# Big Manx fleet to hit herring

## £35 a unit

THE MANX herring season officially opened on Monday last week with the first fish of the season being landed by the local boat, Cairngorm, owned by Douglas fishmonger, Peter Canipa.

Five units were landed at Douglas and were snapped-up at £35 per unit by kipper curers. Fresh Manx herring were on sale in the shops the next day. Landings were light, but the fleet was expected to grow.

For the second year a licensing system will be operated in the Manx fishery this summer, with a total of 115 licences being granted to Irish, English, Scottish and Manx boats.

Far more local boats have turned to the herring from the traditional kick-off scallops this year following last year's record price of nearly £70 per unit.

Conservation quotas are also being applied again this year. Around 2,000 tons is the limit for the low season from now until August 20. The Manx high season — which goes from then to the end of September — will also have a fixed quota, but this has not yet been announced.

The new sales company Manx Fish Auctioneers Ltd. sold its herring from the Irish vessel *Fisher Lad* skippered by one of the oldest fishermen operating in the Irish Sea, John Warnick. The buyers were presented with a bottle of champagne and Mr. Warnick received a new hat to mark the occasion. More are expected to join the fishery shortly.

## PROTESTS OVER LIFEBOAT FAIL

FISHERMEN along the North Yorkshire coast appear to have lost their battle to save the Runswick Bay lifeboat station despite moves at a meeting of the North-Eastern Sea Fisheries Committee.

Members went the RNLI. Fishermen say the move to reconsider its plan to close has come at a bad time as the station end replace it with a small inshore craft now in operation at Staithes.

The lifeboat at Runswick is due to be withdrawn on June 30, a decision unlikely to be effected by the fishermen's move.

Radar fisherman, Jim Thompson, said this week that fishermen who tried to save nets worth up to £2,000 in bad weather would be at risk themselves if the Runswick lifeboat was withdrawn.

An RNLI spokesman in London has reiterated that it feels this part of the coast can be adequately covered by the fast Atlantic-type lifeboat now at Staithes, and Whitby and Redcar deep-sea lifeboats.

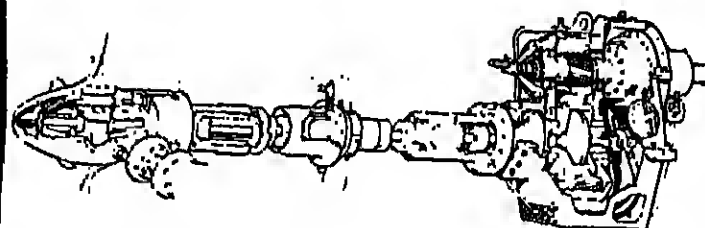
## ...as RNLI appeals for cash

THE RNLI will need to raise £8m. this year if it is to maintain their service, announced Major-General R. H. Farrent, RNLI's chairman. Part of the money is needed for the stationing of fleet float boats at key stations and to ensure the whole offshore fleet has a self-righting capability.

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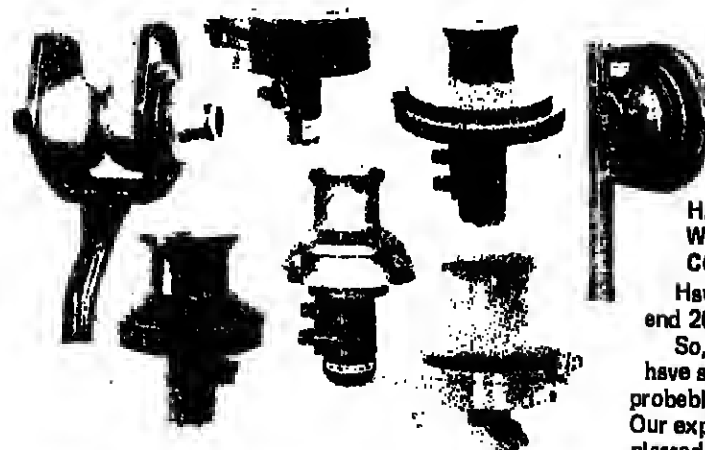
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## Revised fish guide

### PUBLICATIONS

THE OECD's *Multilingual Dictionary of Fish and Fish Products*, out of print for some time, has been published in a second edition.

The book has become a standard source of information about fish products around the world. It gives names in 16 languages and briefly outlines a panel of experts engaged in fish research and development work advised the OECD

for this new and revised book. The result is an up-to-date working tool that no fish trader or processor can afford not to have on the shelves of his office reference library.

It comes in an attractive gold-embossed binding and has 1,117 entries spread through its 430 pages. The Dictionary is published for the OECD by Fishing News Books, 1 Long Garden Walk, Farnham, Surrey, England. Price £16 net.

## People

FINANCIAL consultants to the fishing industry, Waid Morgan Associates Ltd. of Dundee, are spreading its wings into Aberdeen and expanding at Peterhead with two new appointments.

Keith Scott (82). Operating from Aberdeen, he will give Waid Morgan its first permanent base in the city.

Mr. Scott will also be responsible for Waid Morgan's fishing activities in the Life and Pension division.

on the Moray Firth from Macduff to Wick.

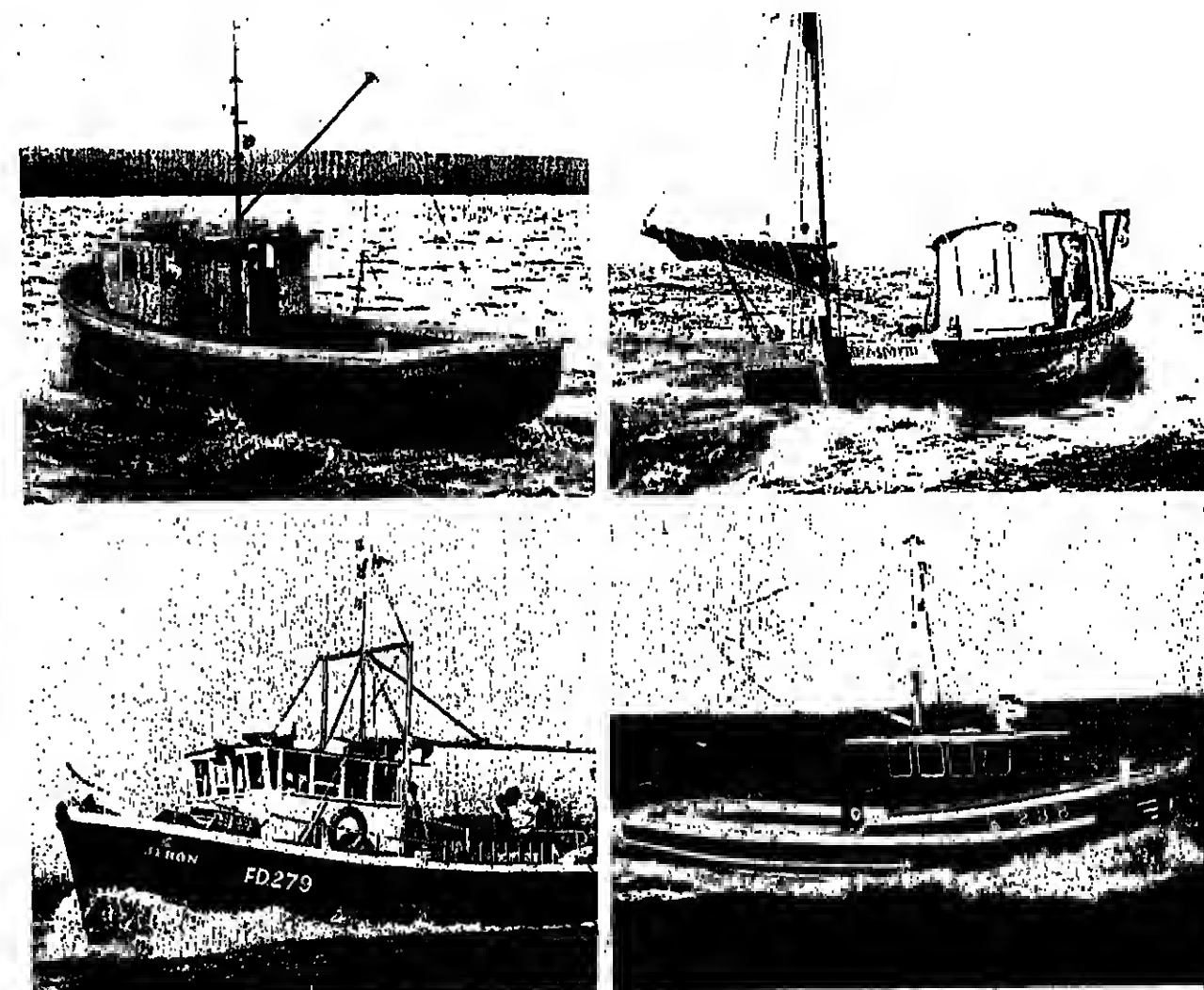
Stuart Carmichael (34). Based at Peterhead, his activities will be identical to Mr. Scott's in the life and pension field.

He will also have responsibility in the fishing industry for Peterhead, Fraserburgh and Shetland.

MANAGERIAL changes at Aberdeen have been announced by British United Trawlers which recently transferred three trawlers from Fleetwood to Aberdeen.

Peter Ross will become trawler manager from July 1. He succeeds John McCombie who was appointed trawler manager of J. Marr (Aberdeen) Ltd.

Mr. Ross holds a Diploma in Management Studies and a Degree in History. He spent some time with Halliburton Manufacturing & Services, Aberdeen, before he joined the BUT office at Grimsby.



Photos courtesy of: J. Duncan & Sons, Orkney, top left, bottom right. Treva Marine Ltd., Cornwall, top right. Greenhall Bros., Fleetwood, bottom left.

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## Smallest boat on show

PORT SETON skipper, Andrew Suchanen, has a rival with a boat every bit as good as his. She even has the same name — *Spes Meris*.

The rival boat is a half-inch scale model built by Andrew Parker from Arbroath.

Mr. Parker built the model working from the original plans of *Spes Meris* which were provided by Nepler Co., the naval architects of Arbroath.

Mr. Parker said: "I have never met Skipper Suchanen but he has given me a lot of help with the model. He has sent several photographs and with these and the original plans I think the model is a good replica of the original."

Building the model was quite a step down for Mr. Parker. He retired two years ago as production manager with Robb Caledon shipbuilders of Dundee.

Using the experience he gained working on drawings for ships weighing thousands of tons he has included every detail right down to the bulkheads. He built up the boat starting with a skeleton and using mini planks which he bent to shape using a kettle instead of a steam box.

The model will go on display at the Catch '78 exhibition at Aberdeen in June.



Andrew Parker puts finishing touches to his scale model of *Spes Meris*.

## Freezer changes

THE LATEST list of Benedict is now seventh, replacing in the British Freezer Trawler Competition by BUT's *Kurd* — 14 places issued last week-end shows some big changes.

Only one vessel figuring in the top five in the early monthly list remains in the leading flight and this is BUT's *Dane*, which has moved to the top from fifth.

Meanwhile Boyd Line's *Arctic Buccaneer*, up until now the leader, is down to sixth, while Hemling's *St. Benedict* is now seventh, replacing in the British Freezer Trawler Competition by BUT's *Kurd* — 14 places issued last week-end shows some big changes.

Position	Vessel	Tonnes	Points
1 (5)	<i>Dane</i> (BUT)	424	5,587
2 (14)	<i>Kurd</i> (BUT)	349	4,606
3 (15)	<i>Coriolanus</i> (BUT)	312	4,258
4 (24)	<i>Ross Illustrous</i> (BUT)	281	4,076
5 (9)	<i>Swanella</i> (Marr)	292	4,003
6 (1)	<i>Arctic Buccaneer</i> (Boyd)	1448	3,939
7 (2)	<i>St. Benedict</i> (Hemling)	1431	3,892
8 (11)	<i>Kirkello</i> (Marr)	328	3,864
9 (29)	<i>Arctic Freebooter</i> (Boyd)	304	3,798
10 (17)	<i>Kelt</i> (BUT)	267	3,794
11 (16)	<i>Pict</i> (BUT)	263	3,712
12 (3)	<i>Arctic Gollard</i> (Boyd)	1223	3,327
13 (23)	<i>Boston Lincoln</i> (Boston)	217	3,189
14 (21)	<i>Ross Vanguard</i> (BUT)	231	3,156
15 (31)	<i>Invincible</i> (BUT)	208	2,930
16 (10)	<i>St. Jason</i> (Hemling)	1088	2,901
17 (7)	<i>Southella</i> (Marr)	1088	2,901
18 (30)	<i>Roman</i> (BUT)	304	2,788
19 (8)	<i>Corolla</i> (Marr)	1013	2,757
20 (20)	<i>Arab</i> (BUT)	189	2,750

## NEW SHIELDS QUAY 'DEPENDS ON OTHER PORTS'

### Boat sinks

THE PROPOSED £10m. new fish quay for North Shields will be considered "in relation to the future of other ports and the UK's future fishing opportunities," the Minister for Fisheries, John Silkin, has said in the Commons.

Mr. Silkin was replying to a question in the House from Tynemouth MP, Neville Trotter, who wanted to know what action the Minister was going to take to ensure the building of a new quay.

Minister that the recent all-party report on the fishing industry had said such a quay was necessary, and condemned existing facilities as "dangerous, inadequate, and incapable of expansion."

Meanwhile contracts have gone out for the sale of 142,000 sq. ft. of factory space on the fish quay.

The property is the old Tyne Brand works, and it is likely that some of the factory will be converted for use by fish merchants at North Shields.

Processing plants: up to five years, 12½ per cent; five to ten years, 13½ per cent; ten to 15 years, 14½ per cent; 15 to 20 years, 15½ per cent; over 20 years, 16½ per cent.

TWO MANX fishermen had a lucky escape at the weekend when their Ramsey-registered fishing boat sank without trace after a collision in fog 2½ miles off the island.

Skipper John Williams and crewman, Jackie Eves, managed to scramble off the boat *Robert Dee* without injury hurt.

The accident happened in the early hours of Friday morning when the men were fishing off Maughold Head. Visibility was poor and there was collision with the fishing boat *Jacob Johnson* from Castletown.

*Robert Dee* sank almost immediately after the impact but the men and their dog were hauled aboard the other boat which is owned by Henry Goldsmith of Port St. Mary.

### WFA rate changes

WHITE Fish Authority and Herring Industry Board loan interest rates are now as follows: Fishing vessels under 80ft. and new engines: up to five years, 11 per cent; five to ten years, 11½ per cent; ten to 15 years, 12½ per cent; 15 to 20 years, 13½ per cent; over 20 years, 14½ per cent.

## PRODUCT NEWS

### 'Flat' power block

A NEW type of power block, claimed to be about half the cost of its competitors, has been designed by a Northumberland marine engineer.

Called the Dacer power block, its inventor, Dave Moffatt of Beaton Delaval, near Blyth, says that at a cost of £800 his machine will do the same as other blocks costing £1,000 or more.

The equipment is basically a powered roller which is fitted to the side of a vessel and, instead of being "V" shaped, is flat with net guides fitted to each side.

"All the fishermen have to do is feed the net in and then pull down on it — the block does the rest," says

Mr. Moffatt.

A hydraulic motor is fitted inside the 15in. long steel roller, which has a rubber-bonded surface, and is 9½in. dia.

Capable of a pull of 1,000lb, the block has a flow control valve giving a speed of anything between 20rpm and 800rpm.

Mr. Moffatt says he designed the machine after a fisherman friend asked him if he could make a cheap, efficient block.

The result is now installed on three local boats — one at Caister, one at Sullman and the other on Ian Nesbitt's *Rising Dawn* at Blyth.

One of the big advantages of his machine, claims

Mr. Moffatt, is that unlike a 'V' block it does not crush large fish as they pass over it.

So successful has his invention been that he now has orders for seven more. He is soon to move into a small factory in Blyth where he hopes to produce them in quantity.

The Dacer block can be fitted with an attachment for pot hauling, and Mr. Moffatt is currently working on a design for incorporating his block into a hydraulic arm for use on seine netters.

PW INSULATIONS Ltd., Polagete, Sussex, is now the sole UK agency for North Star Ice Equipment of Seattle.

This will enable PW Insulations to offer a complete flake ice package of making equipment, storage bunker and refrigeration plant to UK companies and overseas companies importing from the UK.

The North Star ice maker is a vertically mounted, stationary, double-walled rigid cylinder. Water is pumped into the top of a hollow rotating shaft and distributed over a polished inner cylindrical surface giving a continuous water curtain.

### Deflected

A low temperature refrigerant circulated in the annulus between cylinder walls freezes the water. Excess water is deflected back into the receiving pan at the bottom of the freezing surface ready for recirculation.

The hollow rotating central shaft carries

## Flake ice package from USA

an arm with a series of ice removal tools to shear ice from the freezing surface without actually touching the wall. Water-free ice falls from the bottom of the machine.

Ice temperature is adjustable to allow temperatures of 0° (-18°C) or lower.

The ice maker will produce more ice per SHP applied than traditional units — 1.3 tons of refrigeration per ton of ice from incoming water at 80°F.

Each ton of dry sub-cooled ice provides the equivalent of more than 17,000 square feet of cooling surface to chill and cool perishable products such as large quantities of fish.

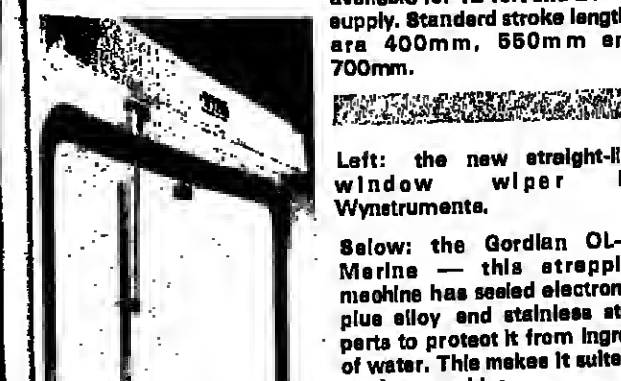
## BOX STRAPPING

A NEW polypropylene strapping machine has been launched by Gordian Strapping of Middlesex this month.

It is the OL-38 Marine which has been designed for use aboard factory trawlers.

The new machine is mainly for use in packaging operations which, while not justifying high output, fully-automatic equipment, need a more sophisticated system than manually operated tools.

The OL-38 Marine seals automatically and the operator has only to feed the strap round the package. It has fewer parts than other machines of its type and provides capacity for side loading of the strap.



Left: the new straight-line window wiper by Wynstraments.

Below: the Gordian OL-38 Marine — this strapping machine has sealed electronics plus alloy and stainless steel parts to protect it from ingress of water. This makes it suitable for factory ships.

### Workboat wiper

A STRAIGHT-line window wiper — the Wynn '48' — has been developed by Wynstraments Ltd.

The wiper has a lateral sweeping movement and a white marine finish. It is suitable for sliding, hinged or fixed windcreens and wide windows.

The Wynn '48' is engineered to marine specification and is available for 12 volt and 24 volt supply. Standard stroke lengths are 400mm, 550mm and 700mm.

## Modern Reliable Deck Machinery

## TRAWL WINCHES AND NET DRUMS

It is almost essential for pelagic fishing that a net drum be installed. Robertson's supply a range of drums with various drive systems for all classes of fishing vessels. Illustrated is a 9 cubic metre 30 ton pull net drum installed in association with Robertson trawl winches on the freezer trawler 'Goth' and 'Roman'. Our range extends from 3 cubic metres to 16 cubic metres with pulls up to 52 tonnes.



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Sizes now available: Treava Cove Boat (16'), Treava DS 20 (20'), Treava DS25 (25' 6")

1. Shallow draft — from 1' to 2' 6"
2. All designs developed from traditional West Country designs
3. Can be easily beachad — several keel configurations available for different types of beaches
4. Excellent sea-keeping capabilities, i.e., Cornish winter sea conditions
5. Economical handling, i.e., single handed
6. Very low fuel costs

### TIMBER FEATURES

1. Only Grade A selected timbers and hardwoods used
2. Only Grade A Thomas 10/88 marine plywood used
3. Highly experienced, traditionally trained craftsmen/boatbuilders

### GRP FEATURES

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2. Any colour hull — no extra charge
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4. 12 years experience in producing GRP
5. Lloyds, DTI, and White Fish Authority approved workshop
6. Workshop fully air-conditioned

### PERSONAL SERVICE

We take the time and trouble to listen to your own personal requirements, and specialise in tailoring our stock design boats to your individual specifications

Specially requested 1-off designs: 1 every foot up to 50'

See us at Stand C2 at the West Country Boat Show. First showing of new Treeve DS 27 and Treava DS 34 line drawings.

For further details, please phone Robb Lello, at Hayle (0738) 752214, or write to Treava Marine Limited, Treava Lane, Hayle, Cornwall.



TREEVE COVE BOAT  
Designed by Gary Mitchell  
Principal dimensions:  
Length overall 16'0"  
Beam 5'6"  
Draft 2'6"

TREEVE DS 25  
Designed by Denis Swire, C.Eng., FRINA  
Principal dimensions:  
Length overall 25'6"  
Beam 8'6"  
Draft 2'6"

